



The China Mail

ESTABLISHED 1845

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Developing and Printing for
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38, QUEEN'S ROAD
CENTRAL

No. 14,941.

號三十月三年一十一百九千一英

HONGKONG, MONDAY, MARCH 13, 1911.

日三十月二年三統宣

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ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq., C. J. Latreute, Esq.,
Hongkong, November 10 1900. 1324.

ST. ANDREW'S CHURCH BOYS
BRIGADE.

Inspection and Gymnastic
Display.

The Rev. H. O. Spink is a firm believer
in muscular Christianity, as anyone who
put in an appearance on the St. Andrew's
church lawn on Saturday afternoon would
easily have gathered. The occasion was
an inspection of, and gymnastic display by,
members of the Boys' Brigade, which has
been called into being in connection with
the Church. Though the afternoon was
dull and damp a good-sized crowd of ladies
and gentlemen turned out to witness the
display, and they were rewarded with a
striking demonstration of the success which
the popular chaplain has made of the
movement which he has so enthusiastically
taken in hand. Colonel C. W. R. St. John
was the inspecting officer, and he expressed
himself as more than favourably impressed
by the appearance and the movements of
the little soldiers.

After the formal inspection and company
drill, the following display was carried out
under the direction of the Rev. H. O.
Spink and Sergt. Marchant (E.O.Y.L.I.),
the instructor, both of whom took active
part in the senior events—Signalling,
physical drill, boxing, juniors' parallel bars,
lanco exercises, junior horse vaulting,
cavalry sword exercises, polo contest,
junior high jump, senior parallel bars,
squadron races and senior horse vaulting.
During the course of the afternoon,
Capt. Spink announced that the following
promotions had been made—Lieut. Col.
Spink to be Corporal; Lieut. Col. Murray
to be Corporal; Pte. Bacon to be Lance
Corporal. He also announced that in the
inter-squad competition last month two
squads were equal—Nos. 2 and 3 Squads—
and that the squad commanders, Lieut. Col.
Bacon and Pte. Johnson, would have to
divide the medal for the month. Col. St.
John pinned the stripes on the promoted
youths and also presented the medal to the
successful squads.

At the close of the display, Col. St.
John addressed a few words to the ladies.
He said they had given a splendid display
and everybody present was very pleased at
the progress which had been made. "He
(Col. St. John) was present at the formation
of this Company and he thought con-
sidering the short time they had been at
work very great progress had been made.
He had seen something of the Boys' Brigade
before he came to the East. At Belfast
there was a large population and plenty of
boys to draw from, but of course there were
not so many in Hongkong. Still they
seemed to be getting on well, and he was
sure after seeing what advance had been
made here that there was encouragement
for others." He congratulated the "Boys'
Brigade," Capt. Spink and the officers
who had worked hard to make such pro-
gress possible. He exhorted the boys to
fear God and honour the King, and con-
cluded by saying that the discipline and
training they were now undergoing would
be of great help to them in after life.
Three hearty cheers were then raised
for the Colonel, who was thanked for his
presence by Mr. E. Cornwall Lewis, who
presided.

Business Notices.

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Hongkong, December 1, 1910.



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Hongkong, December 6, 1910. 13

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Hongkong, November 10, 1909. 1374

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Hongkong, October 3, 1908. 13

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O.B. BEER



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ORIENTAL BREWERY LTD.

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Members and Devonians wishing to

attend are requested to send their names

to

M. S. NORTHCOTE,

Hon. Secretary.

Hongkong, March 2, 1911. 307

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G. F. OWEN,

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Hongkong, (October 26, 1910). 1318

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A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest

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Given immediate relief. Price 80 cents per bottle.

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A specific for Influenza, Hay-Fever, Cold in the Head.

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Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent

inland for forty miles.

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Terms—From \$5 per day. Telephone Add: 'Peaceful'.

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Hongkong, February 8, 1908.

THE CLUB HOTEL.

Best Attention Paid to Guests.

No. 5, BUND, YOKOHAMA.

Hongkong, March 1, 1911. 299

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CALENDAR AND BLOTTER FOR 1911.

Pretty and Acceptable Xmas or New Year's Gift

ON SALE—KELLY & WAUGH, LD., BREWSTER & CO., LD., CHINA MANX. LD.

Hongkong, August 25, 1910.

A Talk on Hall's Distemper.

HALL'S Distemper continues to grow in popularity both at home and abroad.

The widely increased demand during the past year has been another great

tribute to its sterling worth. Leading Architects and Builders are specifying it

more than ever, and it has been selected for use in a great many of the leading

public buildings such as The Tower of London, The Royal Mint, The Royal

Hospital, Chelsea; The War Office, The Admiralty, The National Gallery, The

British Museum, The General Post Office, The Offices of Woods and Forests, etc.,

and in Buckingham and St. James' Palaces.

While a description of Hall's Distemper is no doubt superfluous, we beg to

remind Architects, Builders, and Household of the following special points—

It is made in two qualities—The Inside quality is the modern scientific

substitute for wall-paper; it makes a more artistic, practical, and healthier wall

covering altogether.

The Outside quality is fully weather resisting, it can be used on wood work,

iron work, brick work, stone, etc., and can be painted or varnished.

Hall's Distemper no doubt owes a great deal of its popularity to its ease

application and great covering power, resulting in economy in both material and

labour costs—1 cwt. will cover double the surface of 1 cwt. pure white lead, and

it dries evenly, overcoming the difficulty of obtaining a uniform finish on

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There is no wall covering so hygienic as Hall's Distemper. It contains a

powerful germicide, and when applied it is instant death to all insect life. It is

washable after three weeks by being lightly sponged with warm water.

Special Note.—Hall's Distemper should not be confused with the

many so called Washable Distempers now offered for sale, nor with that class of

material which requires elaborate preparation of walls. Hall's Distemper is a

unique preparation with entirely distinct advantages, and is made only by Simeon

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LARGE SELECTION OF PRESENTATION-PLATE, CUPS, BOWLS, ETC.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
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FRANCISCO TSE YAT, General Manager. 1788.
Ho Kong, August 12, 1908.

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CAMERAS FOR HIRE. 1788

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Hongkong, July 20, 1910.

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FINE CHAMPAGNE BRANDY.
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Hongkong, May 4, 1908.

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Ltd.

For particulars, apply to

H. OISHI,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1908. 818

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE THIRTY-THIRD ORDINARY
ANNUAL MEETING of the Share-
holders of the above Company will be held
at the Office of the General Agents,
Pedder Street, on THURSDAY, the 16th
March, at Noon, for the purpose of
receiving the Report and Statement of
Accounts for the year ending 31st Decem-
ber, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 3rd to 16th
March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, February 24, 1911. 275

LUZON SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY
ANNUAL MEETING of the Share-
holders of the above Company will be held
at the Office of the General Agents,
Pedder Street, on THURSDAY, the 16th
March, at 12.30 P.M., for the purpose of
receiving the Report and Statement of
Accounts for the year ending 31st Decem-
ber, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 3rd to 16th
March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, February 24, 1911. 276

HONGKONG GENERAL CHAMBER
OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING
of the MEMBERS of the Hongkong
General Chamber of Commerce will be
held on MONDAY, the 20th March, 1911,
at 4 o'clock P.M., precisely, in the Old
Chamber of Commerce Room, CITY
HALL, for the following purposes:-

(1) To receive the Report and Accounts
of the Committee for the year ended
31st December, 1910.

(2) To elect a new Committee.

(3) To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 11, 1911. 366

THE CHINA-BORNEO COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY YEARLY
MEETING of SHAREHOLDERS of
the above Company will be held at the
COMPANY'S OFFICE, St. George's Building,
at 12.15 P.M., on TUESDAY, the 28th
March, 1911, to receive a Statement of
Accounts to the 31st December, 1910, and
the Report of the General Manager and
Consulting Committee and to elect a Con-
sulting Committee and Auditor.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th March
to the 25th March, both days inclusive.

THE CHINA-BORNEO Co., Ltd.,
W. G. DARBY,
General Manager.

Hongkong, March 9, 1911. 34

SINGON & CO.

IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 and
37, HING LOOY STREET, (2nd Street, west
of Central Market) Telephone No. 615.
Hongkong, September 4, 1907. 1124

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We are

SPECIALISTS

to the Manufacture of

Best Cast Steel Castings.

Every Description of Castings for

Shipbuilders, Engineers, Railways,

AND

Machinery

High-Grade Castings.

GORDON & Co.,

General Managers, Hongkong.

ST. PAUL'S COLLEGE.

Address by His Excellency
the Governor.

As already reported in the China Mail
on Saturday evening the foundation stone
in connection with a new building, com-
prising class-rooms and a college chapel, to
meet the increasing demands of pupils at
St. Paul's College, was laid by His
Excellency the Governor.

After prayer Bishop Lander spoke as
follows: Before calling upon Your Excel-
lency to speak, it may be convenient if I
make a brief explanatory statement. For
years past the limited space for a school
adjoining my house has been used as a train-
ing college for Chinese Christian catechists
and schoolmasters. Two years ago, the
Rev. A. D. Stewart, then assistant to the
Rector, Mr. G. Bumbury, opened a small Anglo-
Chinese school as an auxiliary to St.
Stephen's College. Since then the Diocesan
Training College has been moved to Can-
ton, where I am building a large college.
Immediately the class-rooms here
were filled by the Anglo-Chinese scholars
who have overflowed into my dwelling
house. I cannot any longer spare these
portions of my house, but I offered to con-
sent to new school rooms, in conjunction
with a new chapel, being erected on this
land to give facilities to the Church-Mis-
sionary Society to carry on a moderate
sized day school here, provided the Chinese
friends would find the money for the
erection of a suitable building. The Hon.
Dr. Ho Kai and a strong committee of
Chinese gentlemen promptly took the
matter up, and having received the hand-
some donation of \$5,000 from an
illustrious old pupil, H.E. Dr. Wu
Ting Fang, they soon raised sufficient
money to justify the preparation of
plans by Messrs Leigh and Orange.
Meanwhile the Chinese congregation to
whom I am at present lending my private
chapel on Sunday mornings, earnestly
desired a larger building, so they and some
European sympathisers have given their
contributions to the common-building fund,
and the result is that an up-to-date school
being provided for about 150 boys scholars
with an upper floor that will serve as a
chapel for the scholars and a church for
the congregation. I say for day scholars
because I am not able to provide accom-
modation for boarders, except possibly in
one or two exceptional cases. Happily St.
Stephen's College meets this need. Nor
can I find quarters for the Chinese masters,
but I am doing so for two English masters.
I am glad that the foundation stone will
for all time bear the name of a Governor
who has done so much for education in
this colony, and I propose to erect, inside
the building, tablets bearing the names
of those gentlemen who have contri-
buted large donations to this scheme,
which will cost, without furniture, at
least \$25,000, of which the treasurer,
Mr. Yung Kin Pong, informs me that
upwards of \$20,000 has been provided.
That we have so speedily reached this
stage of the work is a striking testimony
to the liberality of the Chinese and their
confidence in the Church of England and
Church Missionary Society, and it is a
splendid memorial to the zealous work of
the Rev. A. D. Stewart and his colleagues.

One of the boys then presented His
Excellency with a silver trowel. On be-
half of the other boys of the school he said
that he had been asked to present the
trowel and to express their gratitude for
his presence that afternoon to lay the
foundation stone which he sincerely hoped
would add to the prosperity of the school.

His Excellency said he was greatly
obliged to the boys and the trowel would
always remain in his house as a memento of
that day.

Continuing His Excellency said: My
Lord Bishop, ladies and gentlemen,—"The
constant development and progress in
educational matters and questions for the
promotion of education in this colony is
simply amazing. It was only just
the other day that I had the pleasure
of opening the new extension of
St. Stephen's College, and now, to-day,
it is my very great privilege to lay the
foundation stone of this extension of St.
Paul's, which has been erected as an
auxiliary to St. Stephen's under the control
of the devoted and earnest principal, the
Rev. A. D. Stewart. You are indebted to
His Lordship the Bishop for the site upon
which this building is to be erected, and it
is a very great debt, because it will involve
a considerable diminution of his own pri-
vate house and dwelling place. The cost
of the building has been raised, as usual,
by the generosity of the Chinese, added
to some liberal subscriptions from Home.
I welcome very cordially, my Lord Bishop,
this last addition to our schools, more
especially because it is a self-supporting
institution. It, on the one hand, shows

the keen interest which is felt in educa-
tional matters by the Chinese in this colony,
and on the other hand it shows that this
colony is now emerging from the condition
of State aided institutions to that of inde-
pendent bodies, willing to pay for value
received. I must point out to you that
the large and able staff which will control
and educate the pupils in this school cannot
be paid for by the fees of the institution.
It is largely composed of men of the
Church Missionary Society, who have
given their services in order to promote
education. In this particular, both St.
Stephen's and St. Paul's will have a marked
advantage over many other institutions in
the Colony. I note in your prospectus
that fees are laid down for boarders, but
from what His Lordship the Bishop has
just said I am afraid you will not be able
to find space for boarders in this school
at present. I sincerely hope that
some time in the future that difficulty
may be solved, possibly by building
a new residence for His Lordship,
so that you may follow the example
of St. Stephen's, and have boarders
as that excellent institution. I hope that
all boys who are willing to accept the re-
ligious and moral instruction offered in this
school, whether they are the sons of Chi-
nese Christians or not, will be admitted. I
will not detain you with a long speech, as
it is unfortunately raining, but I wish this,
the youngest of our schools, a most success-
ful future. To you, sir, and your staff, I
express the wish that the results which
you achieve in this school may be a
reward for the devotion which has
brought you from your own country and
your own relatives to work for the Chinese.
I hope the students will gain distinctions
in education and athletics among the
schools of the colony. To the parents and
to those who have promoted this school I
hope that St. Paul's will realise your best
anticipations, and that the boys who are
turned out from this school will not only be
well educated, but that they will be the
best type of Chinese gentlemen, with high
characters and high standard of life. I wish
you all hearty success in this project, which
we have inaugurated to-day. (Applause.)

AN EXCELLENT LINIMENT.

EVERY family and especially those who
reside in the country should be
provided at all times with a bottle of
Chamberlain's Pain Balm. There is no
telling when it may be wanted in case of
an accident or emergency. It is most
excellent in all cases of rheumatism, sprains
and bruises. For sale by all Chemists and
Storekeepers.

Popular -

ASAHI BEER

Obtainable everywhere

SOLE AGENTS

MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910. 1852

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

NEW STOCK OF

LADIES' SHOES

AND

GENT'S BOOTS

ENGLISH MADE.

Slazenger Tennis Balls

\$10 doz.

Hongkong, Sept. 20, 1910. 1814

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Conscience, to young women, children
and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL. Valence (Drôme-France).

CALBRECK, MACGREGOR & Co., Hongkong.

THEATRE ROYAL.

RETURN VISIT.

FOR THREE NIGHTS

ONLY.

HENRY DALLAS'S CO.,

THE FOLLIES.

Tuesday, Wednesday &

Thursday,

March 14th, 15th & 16th.

PLAN AT

S. MOUTRIE'S & CO.

Business Manager

HARRY A. DOOLEY.

Hongkong, March 2, 1911. 342

OXFORD LOCAL EXAMINATIONS.

HONGKONG CENTRE.

ENTRIES for the JULY EXAMINA-
TION will be received by the Under-
signed up to WEDNESDAY, the 15th
INST., at Noon.

E. RALPHS,
Hon. Secretary,
(Queen's College).

Hongkong, March 7, 1911. 343

THE BIRD IN

THE HAND

(A BIRD IN THE HAND IS

WORTH TWO IN THE BUSH).

THE bird in the hand to the
merchant is the customer within
the store. It requires some sort of
attraction in the first place to get the
customer there—about the best at-
traction is a real, live advertisement;
something good that will catch the eye
that has been carefully written, arti-
stically compiled and strikingly set up.
Advertisements in the China Mail and
Overland China Mail read the best,
look the best and give the best results.

Obtainable everywhere

SOLE AGENTS

MITSU BUSSAN KAISHA.

Hongkong, December 17, 1910. 1852

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

NEW STOCK OF

LADIES' SHOES

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GENT'S BOOTS

ENGLISH MADE.

Slazenger Tennis Balls

\$10 doz.

Hongkong, Sept. 20, 1910. 1814

NOTICE.

MR. LI HON FAN, a Chinese graduate
in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin.

Those who intend learning the Chinese
language are requested to write care of
China Mail office or direct to 37, Holly-
wood Road, 2nd floor.

Hongkong, December 24, 1910. 1553

Scientific

OPTICAL KNOWLEDGE

consistently applied insures you a
perfect fit in the way of glasses.

If your eyes trouble you see
us and have the satisfaction of know-
ing the cause.

EYES EXAMINED.

LENSES DUPLICATED.

GLASSES FITTED.

TORIC LENSES a specialty.

CLARK & Co.

SCIENTIFIC OPTICIANS

HOTEL MANSIONS HONGKONG

FEDDER ST. Entrance

Opp. New Post Office Building.

Hongkong, February 14, 1911. 77

清水汽力迫士

Beware of Impure Water.

"PRANA" Sparklet Syphons enable
you to produce the purest, freshest
Soda Water obtainable.

SAFER AND CHEAPER

Sold by ALL STORES.

SYPHONS.....at \$2.00 each.

BULBS.....at 0.90 per box.

WHOLESALE BUYERS:

Can obtain at London price from

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 and 248, Des Vœux Road Central,
HONGKONG.

行發總

司公限有行生廣港香

Hongkong, March 1, 1911. 294

ON WO & CO., LD.

GOLD & SILVER JEWELLERY.

MADE TO ORDER.

SILK Goods, Chinese Embroid

HONGKONG AVERAGE MARKET

PRICES

Corrected to Thursday, March 9th, 1911.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef Sirloin & Prime Cut—Moi Lung	lb 20	Butcher Meat.
Corned—Ham Ngau Yuk	22	
Roast—Shiu	18	
Beef—Nga Lam	22	
Soup—Tong Yuk	20	
Steak—Ngau Yuk Pa	22	
Sirloin Cotoon—Ngau Lau	3	
Sausages—Ngau Chung	20	
Duck's Brain—Know	per set 9	
Tongue fresh—Ngau Li	each 60	
" corned—Ham Ngau Li	60	
Head—Ngau Tau	85	
Heart—Ngau Sun	1b 12	
Hump, Salt—Ngau Kin	18	
Feet—Ngau Kark	each 8	
Kidneys—Ngau Yiu	9	
Tail—Ngau Mei	18	
Liver—Ngau Kon	1b 12	
Tripe (undressed)—Ngau To	6	
Calve Head & Feet—Ngau-chai-tau-kark	81	
Mutton Chop—Young Poi Kwat	1b 22	
Leg—Young Poi	22	
Shoulder—Young Shau	20	
igs Chitlings—Chu Chung	22	
Brims—Chu Kwo	per set 24	
Feet—Chu Kwo	1b 10	
Fry—Chu Chai	20	
Head—Chu Tau	15	
Heart—Chu Sun	each 13	
Kidneys—Chu Yiu	9	
Liver—Chu Con	1b 30	
Pork Chop—Chu Tai Kwat	20	
Corned—Ham Chu Yuk	22	
Leg—Chu Poi	24	
Pat or Lard—Chu Yau	15	
Sheep's Head and Feet—Young Tau Kark set	60	
Heart—Young Sun	each 8	
Kidneys—Young Yiu	9	
Liver—Young Con	1b 24	
Sucking Pigs, To Order—Chu Chai	22	
Suet, Beef—Sang Ngau Yau	20	
Mutton—Sung Young Yau	22	
Veal—Ngau Chai Yuk	20	
Sausages—Ngau Chai Chung	20	

Poultry.

Chicken—Kai Chai	1b 32	Poultry.
Capon, Large, Sunli—Sin Kai	32	
Ducks—Ago	22	
Doves—Pan Kwa	each 1	
Eggs, Hen—Kai Tan	per doz 24	
Fowls, Canton—Kai	1b 35	
Hainan—Hoi Nam Kai	32	
Geese—Ngai	22	
Geese, Wild—Shang-hoi Yea Ngai	pair 10	
Musk Deer—Wong Keng	each 1	
Hare, Shanghai—Yu Chai	1	
Partridge—Chai Kheo	65	
Pheasant—Shan Kai	pair 1.55	
Pigeons, Canton—Pak Kup	each 35	
" Hoihow—Hoi How Pak Kup	30	
Quail—Um-Chun	20	
Rice Birds—Wo Fa Cheuk	dozen 20	
Snipe—Sa-Choy	each 26	
Turkeys, Cock—Phor Kai Kung	60	
" Hen	45	
Wild Ducks, Shai—Shang hoi Sui Ap	pair 60	
Teal—Sui Ap Chai	60	
Wild Ducks, Canton—Sang-Shing Sui Ap	100	

Fish.

Barbel—Ka Yu	1b 10	Fish.
Bream—Bin Yu	15	
Canton Fresh Water Fish—Hoi Sin Yu	15	
Carp—Li Yu	18	
Codfish—Chik Yu	17	
Codfish—Jian Yu	18	
Crimbs—Hoi	18	
Cuttle Fish—Muk Yu	14	
Dab—Sa Mang Yu	16	
Dace—Wong Mei Lau	11	
Dog Fish—Tit Yu Sa	9	
Eels, Congor—Hoi Mann	16	
" Fresh water—Tam Siu Yu	15	
Eels, Yellow—Wong Sin	28	
Frogs—Tien Kai	32	
Jaroup—Suk Pan	56	
Gudgeon—Pak Kup Yu	12	
Hallibut—Cheung Kwan Kup	28	
Labrus—Wong Fa Yu	10	
Loach—Wu Yu	28	
Lobster—Lung Ha	18	
Mackerel—Chi Yu	22	
Monk Fish—Mong Yu	24	
Mullet—Chai Yu	22	
Oysters—Sung Hoo	20	
Parrotfish—Kai Kung Yu	16	
Perch—Tau Loo	15	
Pike—Pa Paw Poong	8	
Plaice—Pan Yu	18	
Pomfret, Black—Hink Chong	22	
Pomfret, White—Pak Chong	28	
Prawns—Ming Ha	40	
Ray—Pai Pa Sa	9	
Rock Fish—Sok Ka Kung	10	
Roach—Chun Yu	10	

肉食

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Salmon—Ma Yau Yau	lb 28	馬友魚
Shark—Sa Yu	9	鯊魚
Skate—Po Yu	11	魷魚
Shrimps—Ha	24	蝦
Snapper—Lap Yu	20	立魚
Sole—Tat Sa Yu	18	鱈魚
Tong—Wan Yu	19	鰱魚
Turbot—Cho Hoi Yu	23	左口魚
Turtles, small, fresh water—Kork Yu	60	脚魚
White Bait—Ngau Yu Chai	1	銀魚仔

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SHIPPING.

VESSELS LAST REPORTED.

DEPARTURES.
AMERICA.
 Ajax, leaves Yokohama, March 18.
 Achilles, arrived London, March 3.
 Agamemnon, left Liverpool, Feb. 25.
 Alcibiades, left Liverpool, March 11.
 Antenor, London, March 7.
 Antichus, due Manila, March 14.
 Asah, Shanghai, March 4.
 Astynax, left Singapore, outwards, Feb. 25.
 Atrax, leaves Liverpool, March 18.
 Bellerophon, leaves Tacoma, March 22.
 Benbow, left Hongkong, March 3.
 Chien, Shanghai, March 7.
 Changsha, left Hongkong, Feb. 28.
 Chinlun, leaves Hongkong, March 11.
 Calchas, leaves Saigon, March 8.
 Chien, Hongkong, March 3.
 Chit, left Hongkong, for Shanghai, March 9.
 Cyclops, left Liverpool, March 11.
 Doravon, Hongkong, March 22.
 Dowdall, Hongkong, March 7.
 Duval, left Hongkong, March 7.
 Hui-chow, left Hongkong, March 10.
 Hongkong, Hongkong, March 7.
 Ewen, left Liverpool, March 7.
 Ionomon, passed Canal, Feb. 24.
 Ichang, Hongkong, March 9.
 Jason, left Liverpool, March 4.
 Kaifong, leaves Hongkong, March 7.
 Kikuking, Hongkong, March 13.
 Kusan, due Singapore, March 13.
 Kishling, Hongkong, Feb. 11.
 Kuangwei, Hongkong, March 11.
 Kuchichang, Hongkong, Feb. 11.
 Kweilin, left Hongkong, for Tientsin, March 2.
 Kintuck, passed Canal, Feb. 24.
 Koro, Hongkong, March 3.
 Linan, leaves Hongkong, March 9.
 Lockuan, Hongkong, March 2.
 Luertes, Hongkong, March 2.
 Moyana, left Singapore for Nagasaki, Feb. 21.
 Neos, left Suez, outwards, March 7.
 Nephos, passed the Canal, outwards, Feb. 10.
 Menelaus, leaves Batavia, for Liverpool, Feb. 28.
 Machew, Hongkong, March 2.
 Ning Chow, due Tacoma, March 18.
 Nef, left Hongkong, Feb. 26.
 Prunell, Hongkong, Feb. 26.
 Prometheus, due Shanghai March 16.
 Pitsanlik, Hongkong, March 7.
 Proteus, passed Canal, Feb. 24.
 Puleus, due Shanghai, March 14.
 Piddling, due Tientsin, March 14.
 Patroclus, left Liverpool, outwards, Feb. 18.
 Poros, leaves Yokohama, March 20.
 Polyphemus, leaves Liverpool, March 25.
 Paklat, Hongkong, March 6.
 Sarpedon, leaves Batavia, March 7.
 Shans, Hongkong, March 9.
 Samsen, Hongkong, Feb. 25.
 Shang, left Hongkong, March 10.
 Shantung, leaves Hongkong for Java, March 7.
 Tean, leaves Hongkong, Feb. 23.
 Theosus, leaves Liverpool, March 25.
 Tydus, left Hongkong, Feb. 20.
 Tanning, leaves Cebu, March 14.
 Tientsin, Hongkong, Feb. 18.
 Taiyuen, leaves Cebu, March 18.
 Teucer, left Liverpool, March 4.
 Ulysses, left Batavia, March 9.
 Yangtze, left Soerabaya, March 13.

ARRIVALS.
 Aki Maru, left London, Feb. 18.
 Awa Maru, leaves Yokohama, March 15.
 Akita Maru, due Middlesbrough, March 12.
 Bombay Maru, due Hongkong, March 14.
 Bango Maru, Hongkong, March 23.
 Ceylon Maru, Bombay, April 24.
 Colombo Maru, Hongkong, April 11.
 Chikago Maru, Shanghai, March 11.
 Chikusan Maru, due Nagasaki, March 13.
 Hakutsu Maru, due Yokohama, March 13.
 Hirano Maru, leaves Yokohama, March 15.
 Hakata Maru, left Hongkong, for Kobe, Feb. 16.
 Hitachi Maru, due London, March 16.
 Inami Maru, due Yokohama, March 14.
 Iyo Maru, leaves Hongkong, March 15.
 Kanakura Maru, due Yokohama, March 14.
 Kosi Maru, leaves Shanghai, March 14.
 Kumano Maru, leaves Melbourne, March 15.
 Kaga Maru, passed Canal, outwards, Feb. 21.
 Kito Maru, due Colombo, March 15.
 Kanagawa Maru, Hongkong, March 22.
 Miyazaki Maru, due Suez, March 17.
 Nikko Maru, leaves Hongkong, March 15.
 Sodo Maru, due Victoria, March 16.
 Tamba Maru, leaves Seattle, Feb. 14.
 Tanga Maru, left Hongkong, for Kobe, March 2.
 Yawata Maru, due Hongkong, March 14.
 Yamaguchi, Kobe, March 13.

HANDING-AMERICA LINE.
 Albia, March 7, in Tientsin.
 Andria, March 5, in Daiton.
 Andria, in Hamburg.
 Argentin, in New York.
 Aradina, Feb. 16, from Antwerp to the East.
 Bayern, March 6, from Hamburg to the East.
 Belgavia, February 18, from Port Said to the East.
 Brissia, in Hamburg.
 Brissia, February 9, from Singapore to Hamburg.
 Brissia, March 16, from Hamburg to the East.
 Kowloon, March 7, from Hamburg to Tientsin.
 Libria, March 7, from Hongkong to Hamburg.
 Longwood, February 26, in Hongkong.
 Lycomoon, March 7, in Hongkong.
 Preusson, March 3, from Shanghai to Kobe.
 Rheinfele, Hongkong, March 9.
 Suedia, March 7, from Port Said to the East.
 Sambia, March 3, from Kobe to Shanghai.
 Saxonia, Feb. 15, from Hongkong to Hamburg.
 Scandia, in Hamburg.
 Sogavia, Feb. 24, from Singapore to Hamburg.
 Sengenbia, February 28, from Port Said to the East.
 Silesia, March 3, from Kobe to Tientsin.
 Sionia, in Hamburg.
 Slavonia, February 11, from Singapore to Hamburg.
 Sreia, March 7, from Hongkong to Hamburg.
 Suevia, March 6, from Port Said to the East.
 Vandalia, February 12, from Antwerp to Vladivostok.

JARDINE, MATHESON & Co., Ltd.
 Camarshenshire, due Hongkong, March 14.
 Glamorgan, Hongkong, March 8.
 Cheongshing, left Hongkong, Feb. 24.
 Chuaning, left Hongkong, Feb. 27.
 Choyung, left Hongkong, Feb. 28.
 Chipping, left Hongkong, for Tientsin, March 3.
 Foshing, left Hongkong for Tientsin, Feb. 22.
 Fooking, Hongkong, March 17.
 Hopang, Hongkong, March 9.
 Kusan, due Hongkong, March 4.
 Kusan, left Kobe, March 9.
 Loongang, left Hongkong, Feb. 26.
 Loongang, left Hongkong, March 20.
 Maung, Hongkong, March 7.
 Namsang, left Singapore, March 4.
 Waihing, Hongkong, March 9.
 Tung Shing, Hongkong, March 3.
 Wosang, left Hongkong for Straits, Feb. 21.
 Wosang, left Hongkong for Shanghai, Feb. 21.
 Yamsang, Hongkong, Feb. 28.

O. P. R.
 Empress of India, Vancouver, March 3.
 Empress of China, due Kobe, March 9.
 Empress of Japan, leaves Hongkong, March 11.
 Montague, left Vancouver, March 8.

MESSAGERS MARITIMES.
 Caledonia, arrived London, March 3.
 E. Simon, leaves Hongkong, March 28.
 Nora, due Marseilles, Feb. 28.
 Oceania, due Marseilles, March 14.
 Polynesia, due Hongkong, March 13.
 Salazie, Hongkong, left Feb. 23.
 Tanika, leaves Hongkong, March 14.
 Tourang, Hongkong, Feb. 29.
 Tourange, leaves Marseilles, March 12.
 Ville-la Citadelle, Hongkong, March 27.
 Yunnan, passed Canal, Feb. 28.

N. D. L.
 Borneo, Hongkong, Feb. 22.
 Bismarck, Hamburg, March 5.
 Coblenz, Hongkong, March 8.
 Derfflinger, due Schanghai, March 15.
 Luetow, due Tientsin, March 16.
 P. E. Friedrich, due Colombo, March 5.
 Prinz Sigismund, left Hongkong, Feb. 28.
 Princess Alice, leaves Yokohama, March 11.
 Prinzess Alice, Hongkong, March 2.
 Thunberg, Hongkong, March 7.
 Yurek, leaves Singapore for Europe, March 13.

P. & O. S. N. Co.
 Arcadia, Colombo, March 1.
 Assaye, due Colombo, March 13.
 Borneo, left Singapore, March 9.
 Ceylon, arrived London, Feb. 10.
 Canada, left Colombo, outwards, March 9.
 Devonian, due Hongkong, March 17.
 Delhi, due Colombo, March 18.
 Matamor, leaves Hongkong, March 14.
 Nora, left Tientsin, March 13.
 Nile, leaves London, March 23.
 Nipon, Port Said, March 8.
 Palau, due Singapore, March 16.
 Peshawar, leaves London, March 16.
 Palawan, due Yokohama, March 10.
 Syria, due Singapore, outwards, March 13.
 Sumatra, arrived Hongkong, Feb. 24.
 Sumatra, left Hongkong, March 10.
 Sumatra, leaves London, March 11.

SHAW, STEWART & Co.
 Albion, Hongkong, Feb. 20.
 Glenfarg, Hongkong, Feb. 20.
 Ruhl, left Hongkong, March 10.
 Strathern, Hongkong, March 3.

PACIFIC MAIL.
 Asia, leaves Hongkong, March 15.
 America Maru, due San Francisco, March 16.
 China, leaves Kobe, March 13.
 Chiyo Maru, leaves Honolulu, March 14.
 Kiyo Maru, left Hongkong, Feb. 21.
 Korea, due Shanghai, March 13.
 Manchuria, due Yokohama, March 17.
 Mongolia, San Francisco, March 10.
 Nippon Maru, leaves Hongkong, March 17.
 Persia, left Kobe, March 11.
 Siberia, left Shanghai, March 11.
 Tenyo Maru, leaves Honolulu, March 17.

AMERICAN LINE.
 Arratoon, leaves Hongkong, March 9.
 Catherine, leaves Hongkong, March 9.
 G. A. Maru, Hongkong, March 4.
 Japan, due Calcutta, March.

BANK LINE.
 Aynia, left Hongkong, for Manila, March 2.
 Halland, due Hongkong, March 2.
 Kuremar, due Vancouver, March 14.
 Lagerie, Hongkong, March 23.
 Saverie, Yokohama, Jan. 29.
 Strathay, due Yokohama, March 18.

JESSEN & Co.
 Amigo, left Hongkong, for Hothow, March 4.
 Carl-Diederichsen, Hongkong, March 9.
 Chien, left Hongkong for Haiphong, Feb. 26.
 Holstein, left Hongkong, March 8.
 Helene, left Hongkong, for Tournai, March 2.
 Mathilde, Hongkong, March 2.

O. S. K.
 Bajah Maru, Hongkong, Feb. 26.
 Dalin Maru, Hongkong, March 3.
 Daigi Maru, Hongkong, March 8.
 Mexico Maru, due Hongkong, March 23.
 Panama Maru, Hongkong, Feb. 27.
 Seattle Maru, due Hongkong, March 13.
 South Maru, Hongkong, Feb. 23.
 Tacoma Maru, left Hongkong for Tacoma, Feb. 22.

AGARD, THORSEN & Co.
 Dugny, Hongkong, March 9.

FRIG. left Hongkong, for Kwongchow-wan, March 3.
 Prunell, Hongkong, Feb. 26.
 Proteus, Hongkong, Feb. 26.
 Standard, Hongkong, March 10.
 Thoris, Hongkong, March 10.
 Ulv, Hongkong, March 10.

GIBB, LIVINGSTONE & Co.
 Alderham, left Port Darwin, March 5.
 Empiro, due Melbourne, March 2.
 St. Allans, Hongkong, March 2.
 Bengloe, Hongkong, March 7.

JAVA-CHINA-JAPAN LINE.
 Tjilatjap, left Hongkong for Yokohama, Feb. 22.
 Tjilatjap, Hongkong, Feb. 21.
 Tjilatjap, Hongkong, March 4.

M. B. K.
 Arika Maru, Hongkong, Feb. 21.
 Bisha Maru, Moji, March 13.
 Fukui Maru, Moji, March 7.
 Kumajiri Maru, Hongkong, Feb. 26.
 Kugoshima Maru, Moji, March 12.
 Mandan Maru, Moji, March 12.
 Shinshu, Hongkong, Feb. 26.
 Shinshu Maru, Moji, March 10.
 Tama Maru, Hongkong, Feb. 26.
 Wakamatsu Maru, Hongkong, Feb. 20.
 Yechigo Maru, Moji, March 13.

DOWELL & Co.
 Bencay, Hongkong, Feb. 26.
 Ghazee, left Hongkong for Shanghai, Feb. 26.
 Montrose, left London, Feb. 4.

ATAKA & Co.
 Bani Maru, left Hongkong, Feb. 22.
 Hokutsu Maru, Feb. 22.

ASIATIC PETROLEUM Co.
 Clean, Hongkong, Feb. 22.

TO LET.
 QUARANTON, Victoria Gap, Peak, SEVEN ROOMS, April.
 Apply to A. B. LEIGH & ORANGE, Hongkong, March 3, 1911. 344

TO LET.
 ONE ROOM in Top Floor of PRINCE'S BUILDING.
 Apply to S. J. DAVID & CO., Hongkong, March 3, 1911. 312

TO LET.
 FOUR and Five-Roomed HOUSES, at Kowloon.
 New and Commodious SHOPS, NATAN Road, Kowloon, Immediate possession, Cheap Rentals.
 Apply to HUMPHREYS' ESTATE & FINANCE Co., Ltd., Hongkong, March 23, 1911. 408

TO LET.
 LARGE HOUSE, known as 'Dethick', No. 63, Robinson Road; electric light and gas laid on; large tennis court, vegetable garden and stable; with full harbour views.
 Apply to LI PO LUNG, c/o Li Brothers, Alexandra Buildings, Hongkong, February 11, 1911. 236

TO LET.
 GROUND FLOOR SHOP, whole or part, in CHATER ROAD.
 Apply to W. S. BAILEY & CO., LTD., Hongkong, March 6, 1911. 325

TO LET—FURNISHED.
 LEWKNOR, No. 118, PLATON ROAD, PEAK, from April 15th next.
 Apply to M. V. SLADE, Prince's Buildings, Hongkong, January 25, 1911. 117

TO LET.
 GODOWN No. 5A, DUDDELL STREET.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, March 1, 1911. 709

TO LET.
 GODOWNS, 25, 26 and 27, PRAYA EAST.
 Apply to CHATER & MOODY, Hongkong, December 6, 1910. 1474

TO LET.
 GODOWN No. 4, NEW PRAYA, Kennedy Town.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, March 1, 1911. 1052

TO LET—FURNISHED.
 For Six Months from 1st May.
 BUDLEIGH, No. 5, MACDONNELL ROAD.
 Apply to M. S. NORTHCOTE, Hongkong, February 9, 1911. 195

TO BE LET.
 No. 34, QUEEN'S ROAD CENTRAL, (Shop) opposite the Post Office, for Godown, etc.
 All of which are at present occupied by Vienna Cafe & Co., Ltd.
 For particulars, etc., apply to YEE SANG FAT, Same Address, Hongkong, February 23, 1911. 258

FOR SALE OR TO LET.
 KENLIS, 76A, THE PEAK; Seven Rooms; Large Verandah; American heating apparatus installed, making the house dry and comfortable throughout the year. Vegetable and Flower Gardens, Croquet Lawn, 15 minutes walk from tram, 7 minutes by rickshaw. One of the best situations at the Peak, cool in summer, warm in winter.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, March 2, 1911. 108

TO LET.
 A HOUSE in WONG-NEI-CHONG ROAD, SEMI-EUROPEAN FLATS, Moderate Rent, (Praya East)—Corner of Observation Place. The Transit stop at the door. Also new EUROPEAN FLATS adjoining the new Seamen's Institute, Praya East.
 An OFFICE, on 1st Floor, 10, DES VOGES ROAD CENTRAL.
 OFFICES in KINGS BUILDINGS, 4th Floor.
 9, MACDONNELL ROAD, from 1st May.
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, March 1, 1911. 23

TO LET.
 No. 57, PRAYA GRANDE, MACAO.
 No. 23, BELLIS TERRACE.
 No. 21 & 25, SHELLEY STREET.
 No. 11, BEACONSFIELD ARCADE (Shop).
 BEACONSFIELD from 1st June, 1911.
 The EYRIE, No. 13, PEAK, newly painted and colour-washed.
 FOR SALE, TONG CREST, at Peak, commanding magnificent view of the Harbour and adjacent islands.
 Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, April 12, 1907. 18

NAVAL NOTES.
 (From Our Own Correspondent.)
 Statistics are to hand relating to the Annual Gunnery Tests for 1910. It is extremely satisfying to note that the standards set up in previous years have been maintained, and in some cases surpassed. 117 ships fired in the Heavy Gun Layers tests, obtaining 3,620 direct hits, and 430 ricochet hits. The percentage of hits to rounds fired was 51.35, as against 54.12 for the year previous, and 53.57 for the year 1908. At first sight the results for 1910 seem to be below those for the two preceding years, but the apparent inferiority is explained by the fact that in the last tests a ricochet hit was of the value of half a point only, and not a full point as was the case previous to 1910. Had full value been given to ricochet hits in the last trials, the results would have been 54.88, as against 54.12 in 1908. It is gratifying to learn that in the heavy guns division the China Squadron is the best shooting squadron for the year, with a total of 56,628 points per gun. The squadron here is well ahead of all other fleets and squadrons, the next in order of merit being the 2nd Division of the Home Fleet, with 47,567 points per gun, and the Cape Station—taking third place with a total of 46,933 points per gun. With a total score of 47,81, the best shooting ship in the China Squadron was the Bedford, whose career ended in disaster on the Samarang rocks, soon after her firing was completed. Excellent alike in shooting and in steaming, these facts only serve to accentuate the loss the Navy sustained when that fine cruiser became a wreck. The gunners of H.M.S. Natal have won for her the proud position of best shooting ship of the Navy. She is credited with the splendid total score of 90,48, and has thus repeated her success of a year ago. The best shot for the year is Sergeant W. Besamont R.M.L.I. of H.M.S. Topaze, who with a 4-inch gun made a record of 13.33 hits per minute. In the light Q. F. Division it is shown that 110 ships fired 1631 guns, the percentage of hits to rounds fired being 45.19. Here again the far Eastern fleet obtained first place with an average score of 8.108 hits per minute, the second and third places being taken by the first and second divisions of the home fleet, with scores respectively of 7.648 and 5.683 hits per minute. And not only in Squadron Averages has the fleet out here been successful, for two of the best shots of the year are serving on the station. Their individual attainments are worthy of praise. Firing from a 13pr. Q. F. gun A. B. Kitson, of H. M. S. Minotaur, made a score of 19.46 hits per minute, and thus became the best gunner with that class of weapon. Petty officer Gibney, of H. M. S. Form, made 21.43 hits per minute with a 6pr. Q. F. gun, and that score placed him at the top of the list for that type of gun. The best 3pr. shot is A. D. McArthur, of H.M.S. King Edward VII, who made a score of 23.71 hits per minute. It is said to be an easy matter to pull the trigger, and so it is, but many hours were spent in study, and many weeks in drill, before the pressing of the trigger produced such results as are set forth in the Returns from which these bald figures are taken. PENANG'S INDIFFERENCE. Ditto Hongkong? The Straits Echo has some cutting remarks to make about the lack of interest taken by the Penang public in the anti-Income Tax movement. Commenting on the matter it says: "It is often explained that as many people consider themselves out here for a short time only, they cannot possibly take a permanent interest in public matters. This explanation is so plausible, and has been so often repeated, that it passes now for proof. Little Englanders are like Europeans in Penang. They look to a larger future. They are there for a short time only, and cannot possibly take an earnest interest in the petty politics of other men. They think imperially of the never-yet Empire of Universal Peace. They do not fight for England, for England is only a small country of temporary use to them. They fight, if at all, for some sort of Heaven, an Ideal. "Well, Ideals are absolutely necessary to human progress. As Ideals die, the nations decay. But the Ideal should not be willfully unattainable. One should not hitch one's wagon to a star, if there be a working bullock or horse available. If a man starts with his own city as an ideal to work for, he will be in better train to do work for the Heavenly City of his Sunday dreams. Penang should be the Penang of the Imperium, England, the Hestia of the English. "The trouble appears to be that we are all Individualists, and consequently He donists. Our ideal is not a communal one. It amounts to 'Let us eat, drink, and play tennis, for to-morrow we go Home.'"

His Britannic Majesty's Ships on the China Station.						
Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at.
Alacrity	despatch-vessel	1700	12	2000	Comdr. Lowndes	Hongkong
Astron	cruiser, 2nd class	4300	10	7000	Captain H. B. Kiddle	Shanghai
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Brumby	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Shanghai
Britannia	river gunboat	710	2	900	Lieut.-Comdr. E. H. Donovan	Shanghai
Cidmus	aloop	1070	0	1400	Comdr. H. Lynes	Shanghai
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	0	1400	Comdr. H. R. Veale	Shanghai
Famie	torpedo boat destroyer	300	6	5700	—	Hongkong
Flam	cruiser, 2nd class	4300	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. B. J. D. Guy, V.C.	Hongkong
Harb	torpedo boat destroyer	275	6	4000	Lieut.-Com. Monroe	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. H. H. H. H.	Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Ferguson	on route Sai P'oi
Kilala	river gunboat	610	4	1200	Lt.-Comdr. T. J. S. Lyne	Yangtze
Merlin	aloop	1040	—	—	Capt. F. C. Learmonth	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power	Saigon
Moorehead	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Nowcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lieut.-Com. C. H. Woodward	Yangtze
Other	torpedo boat destroyer	350	6	6900	Comdr. C. L. Lambie	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. J. M. Barker	Yangtze
Taku	torpedo boat destroyer	330	6	6500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	—	—	Commodore C. J. Eyres	Hongkong
Ten	river gunboat	150	2	800	Lt.-Comdr. R. J. Buchanan	Yangtze
Ten	river gunboat	150	2	800	Lt.-Comdr. M. B. Hamilton	Shanghai
Thistle	torpedo boat destroyer	353	6	6300	Lieut.-Com. H. D. Adair-Hall	Hongkong
Virago	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong
Waterwitch	torpedo boat destroyer	300	6	5000	Lieut.-Comdr. C. B. Hartford	Hongkong
Whiting	river gunboat	105	2	800	Lieut.-Com. B. H. B. B.	West River
Woodcock	river gunboat	150	2	600	Lieut.-Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	600	Lt.-Comdr. G. F. A. Mulock	Upper Yangtze

* Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at.
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoli	Amoy.
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Delzon	Saigon
Alouette,	French gunboat	506	7	400	Commander Babin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Caronade	French gunboat	150	—	—	—	Saigon (Reserve)
Comète	French gunboat	500	6	500	Comdr. J. Gervais	Saigon
Decade	French gunboat	645	10	1000	Lieut. de Linares	Saigon
Dupetit-Thouars †	French armoured cruiser	10,014	30	20,000	—	Saigon
Estoc	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Froude	French destroyer	350	7	303	—	Saigon
Henri Rivière	French gunboat	—	—	—	—	Haiphong (Reserve)
Jacquin	French gunboat	200	6	308	—	Saigon (Reserve)
Lion	French gunboat	500	—	—	—	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Marra	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Ragot de Touche	Saigon
Montcalm*	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Mousquet	French destroyer	307	6	300	Lieut. de la Roche Keranderson	Saigon
Oly	French gunboat	—	—	—	Lieut. de Mairdeville	Upper Yangtze
Poibo	French gunboat	130	—	—	Lieut. Pasch	Tongku
Pistolet	French torpedo boat	130	7	300	Comdr. Mortenol	Hongay
Protes	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9437	8	6071	Capt. Drouot	Saigon
Stryx	French gunboat	1793	10	1700	Lieut. Seriot	Saigon
Takiang	French gunboat	—	—	—	—	Yangtze
Talou	French destroyer	250	6	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	—	Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Billet	Cap St. Jacques
Vigilante	French gunboat	123	7	500	Lieut. Biscail	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerthun	Tientsin
Gneissena	German cruiser	11,600	—	—	Captain Usler	Amoy
Itis	German gunboat	900	12	1300	Comdr. Meremann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Mysing	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Hongkong
Lüch	German gunboat	900	10	1350	Comdr. Bendemann	Hongkong
Nürnberg	German cruiser	3400	22	13,200	Capt. Tagert	Fonape
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Schamhorst	German flagship	11,600	36	26,000	Capt. Knift	Amoy
S/90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Shanghai
Taku	German torpedo-boat	280	4	2000	Lieut. Koble	Shanghai
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Tientsin
Tientsin	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schlodien	Canton River
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Kautter	Shanghai
Calabria	Italian cruiser	2145	—	—	Capt. Casanova	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Matta d'Oliveira	Macao
Patric	Portuguese gunboat	790	—	—	Captain Carvalho Brandac	Hongkong
Republica	Portuguese cruiser	—	—	—	Capt. Cunha Lima	—
Adder	U. S. submarine	—	—	—	Ensign J. M. Murray	Cavite
Albany	U. S. protected cruiser	3430	17	7000	Lieut. Clarence S. Williams	Cavite
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Ensign E. S. Root	Manila
Barry	U. S. torpedo-boat-destroyer	420	7	8000	Ensign Robt. W. Cabaniss	Manila
Callao	U. S. gunboat	243	8	250	Ensign Stuart W. Coker	Manila
Chaneney	U. S. torpedo-boat-destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chattanooga	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Cavite
Decatur	U. S. torpedo-boat-destroyer	420	9	—	Ensign C. S. Graves	Cavite
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Cavite
Holena	U. S. gunboat	1307	18	1800	Comdr. R. O. Bither	Yangtze River
Juiros	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Maccusii	U. S. submarine	—	—	—	Ensign E. D. Whorter	Cavite
Mohican	U. S. station ship	1900	—	5244	Ensign Robt. V. Lowe	Cavite
Monterey	U. S. monitor	4084	4	5200	Commander H. A. Bispham	Cavite
New Orleans	U. S. cruiser	3430	25	—	Comdr. William G. Miller	Manila
New York †	U. S. protected cruiser	8150	25	17,700	Comdr. Joseph L. Jayne	Cavite
Panama	U. S. gunboat	243	8	—	Lieut. George C. Peggau	—
Porpoise	U. S. submarine	—	—	—	Ensign J. C. Van de Carr	Cavite
Rainbow	U. S. cruiser	6266	14	—	Comdr. Charles M. Fahn	Cavite
Samar	U. S. gunboat	243	8	279	Ensign N. H. Goss	Yangtze River
Shark	U. S. submarine	—	—	—	Ensign Henry M. Jensen	Cavite
Villalobos	U. S. gunboat	376	9	500	Ensign R. C. Smith	Yangtze River
Winnington	U. S. gunboat	1397	20	1304	Comdr. W. A. Edgar	Hongkong

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SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

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S. MOUTRIE & CO., LD.

NEW SAMPLE RECORDS.
JUST RECEIVED.

- 5811 I'm Looking for a Nice Young Fellow.
5812 My Dreams (Tosti).
5813 Winter (Bryan-Gumley).
5814 Merry Wedding Bells.
5815 Sweetness.
5816 Universal Peace.
5817 Song of the Soul.
5818 Gens from 'The Three Twins'.
5819 Gens from 'Pirates of Penzance'.
5820 Gens from 'It's Always Somewhere Else'.
5821 Watermelon Melody.
5822 The Rest of the Week She's Mine.
5823 McCarty's Old Troublone.
5824 That's the Fellow I Want to Get.
5825 The Coldest Doctors.
5826 A Cheer Up My Honey.
5827 I'd Rather Be a Minstrel Man Than a Multi-Millionaire.
5828 New Morn'g Hay-Barn Dance.
5829 A Yankee Rag.
5830 Ellen Allanna.
5831 The Moonlight, the Rose and You.
5832 After from This, My Love.
5833 A Slip on Your Gingham Gown.
5834 Dreaming in Banlay.
5835 I Won't Be Back Till August.
5836 The Avenger March.
5837 A Beautiful Isle of Somewhere.
5838 Dear Love and Father.
5839 A Le Fanoe Waltz.
5840 Dream on the Ocean Walk.
5841 Italian Street Song.
5842 Gunga Din (Kipling).
5843 McCarty's Old Troublone.
5844 Ann Springbrunnen (Zubel).
5845 For You Alone, Gd. \$2.00. Enrico Caruso.
5846 A Merry Morning, Gd. \$1.00. Evann Williams.
5847 (1) Moment Musical (2) Tambourin.
5848 Drink to me Only with Thine Eyes.
5849 Answer (Robyn) Evann Williams.

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GREAT VARIETY OF STYLES.

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THE PIONEER HALL OF THE COLONY
DES VOUX ROAD CENTRAL,
Opposite Central Market.
2 Performances—7.15 to 9 and 9.15 to 11.30 P.M.

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Kitty Donnelly.

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LANCASHIRE CLOG DANCE.

TREMENDOUS SUCCESS.

GRAND MATINEES.

SATURDAYS AND SUNDAYS, AT 4 P.M.

AT REDUCED PRICES.

a policy with a double purpose and of a double aspect. Our purpose is purely political. We have urged that the Government should send to Manchuria the very best of her administrators, trained on modern lines and thoroughly acquainted with Western forms of constitutional government, in order that they might establish in the threatened territory all the machinery of administration for the preservation of perfect law and order. This would prevent the interference of either Russia or Japan on the pretext that the country was badly administered. At the same time the economic development of the country should be the object of the utmost solicitude on the part of the Government. Here is a country which with a narrow strip of Eastern Mongolia, is capable of supporting by its agricultural products alone the entire four hundred millions of China's inhabitants. Yet the country has less than twelve, possibly less than ten, million inhabitants—twenty-four to the square mile. The inducement thus offered by an empty country is almost irresistible, especially to the growing population of Japan, and the Japanese Government will take the first opportunity for the colonization and annexation of the country.

Our contemporary justifies its alarm concerning the future of Manchuria by translating from the *Uro fozzi* (Morning of Russia) a letter written by an Orientalist who frankly declares that as Japan is preparing to annex South Manchuria, therefore there is no reason why Russia should not annex Northern Manchuria. If Japan shall consider this acquisition of South Manchuria necessary for her, to complete the annexation of Korea, then the annexation of Northern Manchuria by Russia will be almost a matter of course, as this part of Manchuria is necessary for the Russians, because it is the granary for the whole Amur region, to which it supplies corn, meat and other agricultural products annually to the amount of 20,000,000 roubles. It is interesting to note that the annexation of Northern Manchuria is regarded by the Society of the Russian Orientalists at Harbin, as necessary. The Society of Russian Orientalists at Harbin was formed a little over a year ago, and consists chiefly of Russian officials, mostly graduates of the Institute of Oriental Languages at Vladivostok, and the Society itself is supported both morally and financially by the Russian Government. Hence it follows that the talk of annexation is not merely the vague frothing of timorous Chinese minor officials, but a serious question in the highest official Russian circles.

A good deal of water will run under the bridges ere such a thing is brought about, we imagine, for the strength of Young China is growing daily and the annexation of one of the wealthiest provinces of the empire would be a far riskier thing to-day than it was, say in the days of LI HONG-CHANG, who first betrayed his country to Russia.

NEWS OF THE DAY.

H.M.S. Minotaur has gone into the Naval Yard dock.

Mr E. R. Hallifax, at the Magistrate's morning, sentenced seven Chinese to one month's imprisonment each for being rogues and vagabonds.

A warrant of appointment has been granted by His Majesty the King to Liebig's Extract of Meat Co., Ltd., makers of Lemco, Oxo, etc.

The Chinese Engineering and Mining Company, Limited, report that the total of the Company's three mines for the week ending 25th February amounted to 25,845.18 tons and sales during the period to 18,406.12 tons.

In addition to 10 cases of small-pox there were two cases of diphtheria (one British and one Chinese) and one case of enteric fever notified in the Colony yesterday. The fever case, which was imported, proved fatal, as did seven cases of small-pox.

The S.S. Quito, which arrived on Sunday under the command of Captain Alex. James, from Seattle, had a very stormy passage across the Pacific. Great north-westerly gales were encountered on crossing and considerable damage was done to the deck erections. Fine weather was experienced from Japan.

THE SIEGE OF DES VOUX ROAD.

FOKI DEVELOPES HOMICIDAL MANIA.

Terrible Wounds Inflicted on Innates.

A very terrible and gaily affair, more in the fashion of the recent siege of Stoney, occurred about 4 o'clock on Sunday morning, at the Des Voux Road, No. 213 Des Voux Road, almost opposite Sincera's store. For the time being the affair was of a most sensational character and it resulted in the death of three men while eight others are severely injured and some are not expected to recover.

It appears that a foki, who had previously been employed at the boarding house, returned and was staying there, when, without any warning he suddenly developed homicidal mania and began chopping to pieces all with whom he came into contact. The inmates, at that time in the morning, were, of course, all asleep, and apparently the master was the first man on whom he vented his fury. When he was finished with the master the latter was in a terrible state. One foot was almost severed, while the calf of the left leg was completely stripped, the knee being badly hacked and the thighs bore deep gashes which were frightful to behold. Despite great injuries were inflicted on his head which was cut open right from the left eye to the base of the skull. There were numerous other injuries which only too well gave evidence of the dastardly work of his assailant.

Death must have been very sudden for the master seems to have been killed in his sleep as he was so badly injured that there does not appear to have been any attempt made to ward off the blow.

Another inmate happened to wake up and seeing what was taking place made a dash for the door but before he got it open the maniac had dealt him some eleven or twelve blows. However he managed to get outside into the street with the foki after him brandishing the two choppers which he held in his hand when the progress of the latter was interrupted by the plucky efforts of a district watchman who got hold of him. Then the madman commenced to attack the district watchman who received two nasty wounds on the side of the head. Nevertheless he still gallantly clung to his quarry. The chopper once more descended with deadly aim on his shoulder but fortunately it grazed his arm and only tore the sleeve of his uniform. The foki escaped from the custody of the district watchman and the third for blood having got complete hold of him he went back to the boarding house to continue his gaily work. Here he attacked all and sundry with the result that ten other men were frightfully cut up almost beyond recognition. Right and left the murderer appears to have slashed out for the wounded men and great gashes on all parts of the body and head, and in fact all were frightfully mauled. The remainder of the inmates were simply in a panic and did not know what to do. Shrieks and groans rent the still morning air as the maniac continued on his mad career from room to room. One youth of the age of sixteen years, had a miraculous escape. Meeting the maniac in the passage he somehow managed to repel the force of the blows as the two choppers were about to meet on either side of his neck and turning quickly he ran upstairs and locked himself in a small room and blew out the light. As he was fast from further injury.

Meanwhile the noise, shrieks and groans had attracted a large crowd of Chinese and some Europeans to the spot and the police were not long in arriving. The gravity of the situation was immediately telephoned to the Central Police Station and a force of about twenty European policemen and about twenty Indians, all armed, quickly took up the positions to which they were detailed.

For a long time the foki resisted the efforts of the police to effect his capture. Every attempt was made to get him out in vain. Then the house was entered. Loading from the street there is a large room with a narrow passage on the right, which leads to a small courtyard with the cool-house beyond. Sentries were posted along the passage and a force of police surrounded the cool-house. It was pitch dark inside and although the maniac was throwing plates and all manner of articles pertaining to such a building into the yard, it was impossible to catch a glimpse of him. Then it was decided to try a fire hose into the building in order to try and dislodge him from his stronghold but this proved unsuccessful. From an opening above the passage one could also see the windows and doors were tried from that side also without avail as he would not leave the concrete roof of the cool-house was drilled and an opening was made through which a hose was also tried, again without effect. 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AMERICA AND MEXICO.
SITUATION BECOMING ACUTE.

Does it mean War?

(Reuter's Service to the China Mail.)

London, March 13.

A message from New York states that the Mexican Government has decided to suspend constitutional guarantees throughout the Republic.

Four American warships have been ordered to visit Mexican ports, under circumstances which indicate that they will be virtually engaged in patrolling the coast.

Don Llanos, the Minister of Finance, interviewed at New York, said that when an armed force crosses the border of a neighbouring Power without invitation or permission it means invasion and occupation, and that means war.

A SHANGHAI LIBEL ACTION.

MUNICIPAL COUNCIL RECRIMINATIONS.

(From Our Own Correspondent.)

Shanghai, March 13.

The libel action brought by Mr. W. E. Lovison, Secretary to the Municipal Council, against Mr. Herbert D. Hutchison, a former member, in connection with a letter which the latter wrote to the "North-China Daily News" on January 6th last, was commenced to-day before Sir Haviland de Saumarez and a jury.

Great interest is being manifested in the case.

[Note.—The letter referred to dealt with Mr. Hutchison's reasons for resignation from the Council. He characterised certain proceedings as irregular and highly reprehensible, while he also reflected on the competence of the Secretary in severely critical terms.—Ed. C.M.]

PRINCE ADALBERT BETTER.

(Reuter's Service to the China Mail.)

London, March 12.

The condition of Prince Adalbert of Prussia, who was recently seized with appendicitis, is quite satisfactory. The Emperor and the Empress have returned to Berlin.

THE BAGDAD RAILWAY.

PROSPECTS OF AN ANGLO-GERMAN AGREEMENT.

(Reuter's Service to the China Mail.)

London, March 11.

The Berlin Conservative newspaper, "Kreuz Zeitung," commenting on the Bagdad Railway situation, says that if England's principal concern is to exclude a foreign sea power from the Persian Gulf, then, as Germany's interests are purely commercial, it ought not to be impossible for an Anglo-German agreement to be reached doing justice to England's special position.

The Post says that the negotiations between Turkey and the Bagdad Railway Company have resulted in an agreement regarding the Gulf section.

An understanding, offering a basis for negotiations with Great Britain, will shortly be reached.

YUAN SHI KAI.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Yuan Shi Kai has wired to Prince Ching referring to the difficulties of intercourse between Russia and Great Britain and sets forth several suggestions.

A secret telegram has been sent to Yuan Shi Kai, care of the Governor of Honan, by the Wah-Wu-Po.

THE LATE AMBAN OF TIBET.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Wan Tsun Yan, the late Vice-Amban of Tibet, has been sent for by the Wah-wu-po, but was unable to go on account of sickness.

BANDITS IN YUNNAN.

(Wah Te. Yat Po's Service.)

Peking, March 12.

Li Ching H, Viceroy of Yunnan, has reported the presence of bandits east of Yunnan and requested that trained body of a good troops be selected and despatched to the important stations in his Province.

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ENGINEERS' AND SHIPBUILDERS' INSTITUTE.

The Annual Dinner.

The new lease of life which has been entered upon by the Institution of Engineers and Shipbuilders of Hongkong lent an additional element of success to the annual dinner which was held on Saturday night. The large assembly of members and friends was most gratifying and a happy time was spent. The event took place in the new ball-room of the Hongkong Hotel which lent itself admirably to such an occasion. The new President of the Institution (Mr. R. M. Dyer) was in the chair, and amongst the large company there were present the Hon. Mr. Henry Kewick, Messrs T. F. Hough, A. Forbes, H. P. White, R. Sutherland, D. Macdonald, W. C. Jack, J. Findlay, Millar, J. Ormiston, A. Sinclair, R. Baker, P. S. Jamieson, and many others.

The loyal toast having been musically honoured, the Chairman introduced Mr. Kewick and referred to the fact that he was soon leaving Hongkong to represent the Colony at the Coronation.

THE TOAST OF THE EVENING.

Hon. Mr. Kewick then submitted "Engineering and Shipbuilding Industries of Hongkong." He referred to the fact that he had that afternoon been out sailing from the Yacht Club. The day was a bad one and there was a pretty stiff breeze blowing, so that the boat out had a pretty hard time of it. He followed the races with much interest and at the finish the winning boat was leading from the second by only one second. Those who were interested in shipbuilding and engineering would probably wonder why he was "telling them about yacht races. Well, it gave him an idea which he thought he could use in addressing them that evening. It was evident to him when these men were sailing that they were getting the better of the forces of nature. They were sailing against the wind and sea and by their skill and knowledge and operations they were subordinating those forces to their uses and were getting on with their job—(Applause). Now, that was exactly what shipbuilders and engineers were constantly doing. He knew something about ships. He had travelled much on the sea and he was always full of admiration for the men who had produced such marvellous ingenuity and skill as the modern steamship. Men who belonged to the engineering profession had to be exceedingly proud of themselves but he could assure them that they were not nearly as proud of themselves as laymen were of their magnificent achievements. He knew them to be as keen on their work as they were in their play. He had always found that the man who was good at his work was good at his play also; the two things went together. This Institute had been formed for the purpose of bringing the men of the profession together for the purpose of exchange of views, as well as of education. They had opportunities to exchange thoughts on the new ideas that were constantly being ventilated in the profession—little innovations, incomprehensible perhaps to the average layman, but of much interest and value to members of the profession—and they had opportunities of listening to papers prepared by experts in the various branches of engineering service. He had been struck by the fact that they had as a motto the word "Ubiquity"—meaning "everywhere"—"all over the place." It happened to be his own motto also; and when he, as a small boy, asked his father what it meant, he said, "Aye ready!" Most engineers were Scotsmen, and as they knew, Scotsmen were "aye ready" for anything in the engineering line. (Applause). In conclusion, he assured the members that he and all their guests wished every prosperity to the Institution of Engineers and Shipbuilders in Hongkong. (Applause).

MODERN ENGINEERING ACHIEVEMENTS.

The Chairman, in responding, said:—Gentlemen,—It is just one year since I had the honour of addressing you in reply to a similar toast. Will you please again have patience with me for a few minutes? It has been said that the crowning glory of the engineer is in having given to him the power to utilize the elemental forces of nature for the benefit of mankind. On an occasion of this kind, and under the auspices of this institution, it seems fit and proper to set aside, for a time at any rate, the more material considerations which in these days occupy so much of our thoughts—let us do so—and consider calmly and philosophically what we and our professional brethren over all the world are doing to realize the highest ideals of our craft. Perhaps in marine work the greatest progress has been made. The problem of economically propelling ships is one of commanding interest and deserves our continued attention; and it is also a problem, gentlemen, which you all know has not yet been by any means solved to perfection. In steam engineering, combinations of the rotary and the reciprocating engine have been tried, with encouraging results; which results are sufficiently good to lead us to hope that the cost of running large steamers of moderate power will be considerably reduced, and this, mark you, with increased efficiency. The building of internal combustion engines of high power has made considerable progress, and to-day we hear of four steamers, each of 5,000 tons burden, being built (one on the Clyde and three on the Continent), all of them being fitted with this propelling agent. With these steamers it is estimated that 100 tons of oil will take the ship as far as 300 tons of coal, and that the space necessary for oil will be only about one-fourth of that required for coal. Thus it seems possible, with the opening up of new

oilfields in various parts of the world, and the sure and constant supply of cheap fuel, that this new type of engine will bid fair to supplant, to a certain extent, anyway, the existing steam engine. The great development of the smaller and lighter internal combustion engine also has led to the possibilities of the aeroplane and hydroplane, both of which have seriously occupied the attention of the inventor for many years, but were never before made of practical value. In naval architecture we hear of battleships fifty feet longer than the Dreadnought, which is not yet five years old; of a new Cunarder 830 feet long and of 40,000 tons measurement. It is rather interesting to compare this mammoth with the Comet, the pioneer passenger steamer, built in 1811, exactly 100 years ago, which little boat was only 40 feet long and carried 40 passengers. Here in China even we see great developments in railway engineering which are already of great benefit in opening up the country between here and Peking. The Chinese themselves are daily realizing more and more the advantages of communication and the benefits of rapid transit for their goods, all this showing again the necessity for each one of us to seize every opportunity that offers for opening up new connections in our profession. Outside the sphere of engineering, which pertains more particularly to the art of locomotion, we find a field of ever widening magnitude—a field to which our best scientists are giving their brains and their energy. This field, gentlemen, is that of labour-saving appliances. We have been long discussing the chiming of stairs and prefer the easy lift. We seldom walk if an electric tram, a motor car, or a bicycle is available. There is no need for the poor handymen to sweat our cuffs and collars in this climate. It is all done by machinery. Before long we may hope to see the paddy fields of China turned up by the motor plough and the ripened crop secured by the motor-driven reaping machine. Our clothes and our boots and shoes give evidence of wonderful mechanical devices in their manufacture. The very food we eat is not now dependent upon the dusty Diamond for its cooking, for I am told that in the more dilapidated kitchens of our palatial hotels you have only got to press the button and electricity does the rest. These, gentlemen, are only a very few items in this wide field of what we might call domestic engineering, and they call for ability both technical and practical, of the highest order in their production. Time is limited, gentlemen, and I will not impose upon your patience any longer, but do not, however, let us forget amid the streamlines of our daily work our great inheritance, the inheritance handed down to us through the long line of engineers from Watt, from Stephenson, from Rankin, and from Kelvin. Let us endeavour always to remember the higher ideals taught by men of such genius as these. Let us take with us to our workshops and to our engine-rooms a determination to add what little we can to the great works of those who have gone before and from whose teaching and example we have been able to attain our present position. Gentlemen, I wish to thank you all for the opportunity given me of replying to this toast. (Applause).

KINDRED SOCIETIES AND GUESTS.

The toasts of "Kindred Societies," and "Our Guests" were entrusted to Mr. J. Findlay Miller. He said there were many kindred Societies, and to several of them important of these they owed a great deal, being guided to a great extent by their methods of working. The publication of the proceedings of these societies contributed in no small degree to the spread of technical knowledge. By means of the papers read by members who had special knowledge of certain subjects all members were benefited. If the Institutions did nothing more than this they would appreciate them; but they were doing more. They brought together in a social way members of the same profession who were not likely to meet each other in the course of their daily business. The Institution of Engineers and Shipbuilders following on the same lines, showed their appreciation of those methods. Speaking to the toast of "Our Guests," Mr. Miller said they were glad to have so many present and they welcomed them all heartily. They especially welcomed the representatives of several of the most important firms in the Colony, who had honoured the gathering with their presence. Unfortunately, the final arrangements were made rather late, and so they were unable to give as long notice as they would have liked, and as some of the invited guests were already engaged for that night they missed their presence. It was very encouraging to them as an Institute to know that the large shipping and other firms in Hongkong were interested in the progress of the Institute, and the presence of a few of the leading citizens of the Colony was very gratifying as it showed that their interest was maintained. (Applause).

Mr. R. Baker, of the Kowloon-Canton Railway, responded to the former toast and wished the Institution continued prosperity.

A HAPPY REPLY.

Responding on behalf of the guests, Mr. R. Sutherland delivered a happy speech full of humor. He said:—Among the guests are several gentlemen closely associated with shipping interests who will no doubt support my opinion that as sailors you are incomparable, but as engineers your handling of consumable stores and lubricants is open to severe criticism. (Laughter and cries of "Oh!"). I note, however, the deacons have no patent indicators attached to mark the revolutions. (Renewed laughter). While we are exceedingly grateful for your most excellent entertainment it is only what can be expected from those who in their early apprenticeship were first taught to make

things run smoothly, and without doubt the great success which has been attained by Engineering Institutions in the East is due to the fact that the members have educated their sons so that a hot bearing in the administration is easily located. (Laughter). And who but an engineer when necessity arises can so scientifically apply oil to the troubled waters? In the face of such qualifications, gentlemen, I ask you how a gathering like to-night's could be anything but an unqualified success? Personally I have been very closely associated with engineers all my life, and wanted "to see the wheels go round" while still on milk diet; in fact at one time I insisted on entering the profession, and my father seriously considered the question. Somehow or other, however, when it was brought home to me, that before I could wear a cap with gold braid and play round with polished wheels, as I had envied others doing, it was necessary in the first place to get up at five in the morning for a few years, and use a hammer and cold chisel for a solid 12 hours a day, this took the gift off the hat and gingerbread at the same time (Laughter), though my interest in the profession never abated, and I am proud to say that many of my best friends are comrades of our hosts here to-night. Naturally on such an occasion as this more interest attaches to the good fellows one meets with in China, and as my experience has been more with marine engineers I make that the excuse of containing most of my remarks to that branch of the profession. Unfortunately, for me to recall the dim dark ages of the China coast like some hero to-night could do is impossible; still in 15 years' shipping work at various ports one meets all sorts and conditions of men, many of whom make on one a life-long impression. I submit, gentlemen, that there must be something in the training of those who are in charge of affairs, below deck, which is responsible for a curious mixture of long-headedness and dry humour, so much so in fact that in recent years novelists and others have, so to speak, worshipped at the shrine of McAndrew (Laughter). Such men as are dealt with by Jacobs and Cateloffs Hynes, although appearing in fiction, are all drawn from actual living beings, and any one who reads these authors will not have much trouble in realizing why each character sketch is so successful. The secret is that in each case his engineer is a humourist, a philosopher, a pleasant help in time of trouble, and lastly with a marvellously keen sense of duty. As the humourist and philosopher, my old friend Colin Buchanan (now passed away, unfortunately) could have said for the pen picture. Never was there a man who when things were not going well could meet difficulties with a joke on his lips like Colin (Applause)—and his oft-repeated injunction "not to let the thing keep you awake at night" was solid comfort (Laughter and applause). To find a man who will fill the other qualification, viz., a "pleasant help in time of trouble" with a keen sense of duty, it is only necessary for me to mention your senior member, Mr. Angus Sinclair. (Applause). His qualifications it is impossible to praise too highly, and if he is a sample of the engineering fraternity of Hongkong, I have no hesitation in saying that the bulk of this work will be acceptable anywhere. Personally I look upon him as more than a sample—as an example. (Hear hear). There is no doubt you are all tarred with the same brush, and Mother Nature when she knocked away the dog-house and launched you into the world gave you at the same time a good coating of energy mixed with 50 per cent. of conscientiousness—then taking down a pot labelled "good fellowship" she applied the boot-topping. Now gentlemen, so much of your time has already been taken up, and after thanking the members of the Institute on behalf of the visitors for their hospitality, I cannot refrain from quoting a verse which is very significant of the Scottish engineer's great patriotism. At the outbreak of the Spanish-American War many of the Don's vessels were run by Scottish engineers, who rather than fight against their white brothers, the Americans, resigned their positions—(Applause). One did so in poetry and wrote:

And now, auld Spain, I'll hae to gang
Frae this guid land o' dance and sang;
So your ain sons I'm greatly fain
Maun try their hand at engineering.
(Laughter and applause).

WIRELESS TELEGRAPHY.

"The Press" was submitted by Mr. W. C. Jack, who said the coming of wireless telegraphy into the field would enable the local Press to follow the movements of steamers across the coast (applause) and they all looked to the Government to provide receiving and sending stations for the use of the public independent of ships that might be in port (applause).

During the evening an excellent musical programme was contributed to by Capt. Aitken, Messrs R. E. White, Maxwell, Jameson, and Ivers, Mr. Edwards playing the accompaniment.

S.S. POLYNESIAN ASHORE.

The s.s. Polynesian, which arrived in port to-day under the command of Captain Brimeau, went ashore on January 17 near the entrance of the Port Jetties, after colliding with the pier head. What actually happened is not known but it was very foggy at the time and the force of the impact was so strong that the vessel broke down the pier wall. Most of the passengers lost their balance, as well as a number of sailors, but there was no panic on board.

Enquiries were made to get the vessel off and this was subsequently successfully accomplished. It was found that the ship was not severely damaged. However, it necessitated the vessel going into dock at La Crosse. Several of the stem plates were ripped open.

The general opinion is that the Jetties Channel is too narrow for large steamers and the Polynesian went ashore exactly at the same place as the s.s. Mineral, four years ago, owing to a great gale blowing at the time.

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The Justice of the King, by Hamilton Drummond.
The Rising Master, by Doll Wylarde.
Self and the Other, by Victoria Cross.
High Water Mark, by Fergus Hume.
The Little King, by Charles Major.
Clara, by Edward Noble.
Dorinda and Her Daughter, by "Toto."
The Lesson, by Gertrude de St. Wentworth-James.
The House of Silence, by Evelyn Everett Green.
The Disappearance of Nigel Blair, by Florence Ward.
The Marriage of Count Malabro, by D. Hugh Price.

THE HOUSE OF SILENCE, by Evelyn Everett Green.

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REGULAR SAILINGS via PORTS and SUEZ CANAL.
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For Freight and further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORT with transhipment at CAPOUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "AFRIC LINE."
Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
LIGHTNING	Mar. 16th	UMZINTO	April 10th.
KUTSANG	Mar. 22nd		

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET.

THE CHEAPEST BECAUSE IT LASTS THE LONGEST.

Inspection Invited.

DODWELL & Co., Ltd.,
MACHINERY DEPARTMENT.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL	Remarks
SHANGHAI, KOBE, MOJI AND YOKOHAMA	BORNEO	About 16th (March)	Freight and Passage.
SHANGHAI	DEVANHA	About 17th (March)	Freight and Passage.
LONDON, via SUEZ, PORT SAID, PANAMA, COLON, SAN FRANCISCO	MARMORA	March 18th	See Special Advertisement.
LONDON & ANTWERP	NORE	About 22nd (March)	Freight and Passage.
SHANGHAI, KOBE, MOJI AND YOKOHAMA	PALMA	About 23rd (March)	Freight only.

P. & O. S. N. Co.'s Office. E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec or St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From St. John, N.B.:
EMPERESS OF CHINA	EMPERESS OF IRELAND
SATURDAY, 8th APRIL	FRIDAY, 6th MAY
EMPERESS OF INDIA	ALLAN LINE
TUESDAY, 18th APRIL	FRIDAY, 26th MAY
EMPERESS OF JAPAN	EMPERESS OF BRITAIN
SATURDAY, 29th APRIL	FRIDAY, 16th JUNE
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, 10th JUNE	FRIDAY, 7th JULY
EMPERESS OF INDIA	
WEDNESDAY, 28th JUNE	

*Emperess' Steamships leave Hongkong at 7.00 a.m. and *Monteagle at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Emperess' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above. The 'Emperess of India' and 'Emperess of Japan' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. Passengers booked to all the principal ports in Canada, the United States and Europe also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$243. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canada or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. W. S. MONTEAGLE carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and comfort being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP TONS CAPTAIN To SAIL

HERCULES 5730 Withington April 8th

SKATELTON 4400 J. R. Shaw April 15th

Through Bill of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For further rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
HAIYAN	Capt. J. W. Evans	TUESDAY, 14th Mar., at 11 a.m.
HAIYING	Capt. W. C. Passmore	FRIDAY, 17th Mar., at 11 a.m.
HAIYANG	Capt. A. E. Hodgins	TUESDAY, 21st Mar., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

RAIMUN	Capt. A. H. Stewart	WEDNESDAY, 15th Mar., at 11 a.m.
		SUNDAY, 19th Mar., at 10 a.m.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED.

GOIHENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

Destination. STEAMERS. DATE OF SAILING.

For Freight and further Particulars, apply to

Olof Wijk & Co.,

CHINA AGENCIES,

AKTIEBOLAG.

TELEPHONE No. 171.

Hongkong, January 13, 1911.

Shipping.

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMITROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu and the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE	TIME
SIBERIA	18,000	FRIDAY	24th Mar., at 1 p.m.
MANCHURIA	27,000	SATURDAY	8th April, at 1 p.m.
MONGOLIA	27,000	SATURDAY	29th April, at 1 p.m.
KOREA	18,000	FRIDAY	27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY	9th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY	15th July, at 1 p.m.
KOREA	18,000	FRIDAY	11th Aug., at 1 p.m.

* Twin Screws. * Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The P. M. S. SIBERIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, the 24th March, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120

24 months £125; including Bath and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia. To European Ports: Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P. & M. S. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 31st Mar., at 1 p.m.

Asia.....9,500 " FRIDAY, 21st April, at 1 p.m.

Persia.....9,000 " FRIDAY, 19th May, at 1 p.m.

The U.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, March 31st, at 1 p.m.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports...£243.

Hongkong to San Francisco...£225.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

Steamers

Tons

Leaves

1911

VICTORIA, B.C. & TACOMA

Via NAGASAKI, KOBE, SEATTLE MARU,

AND YOKOHAMA

6,182

Wednesday, 22nd

Mar., Daylight

VICTORIA, B.C. & TACOMA

Via SHANGHAI, MOJI,

KOBE AND YOKOHAMA

MEXICO MARU,

5,064

Tuesday, 4th

April, Daylight

The Co.'s newly built steamers have fair speed. Superior accommodation for

steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers

carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels.

Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND

FORMOSA SERVICE

For

Steamers

Leaves

TUESDAY, 14th

Mar., at 8 p.m.

ANPING & TAKAO.....SHINCHIKU MARU,

ANPING, via SWATOW & SOSHU MARU,

AMOI

TAMCUI via SWATOW & AMOI DANJIN MARU,

SUNDAY, 19th

Mar., at 10 a.m.

SHANGHAI, via SWATOW BUJUN MARU,

THURSDAY, 23rd

Mar., at 8 a.m.

Fair speed, Super passenger accommodation. Electric light throughout.

First class cuisine.

For information of Freight, Passenger, Sailings, etc., apply at the Co.'s Local Branch

Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS

Tons

To SAIL

WEDNESDAY,

22nd Mar.,

at Noon.

SHANGHAI, NAGASAKI,

KOBE & YOKOHAMA

KLEIST,

Capt. O. Pahnke.

(17,000)

WEDNESDAY,

22nd Mar.

MANILA, YAP, ANGAUR, NEW, COBLENZ,

QUINCE, BRISBANE, SYDNEY

Capt. H. Regener.

(8,750)

SATURDAY,

25th Mar.,

at Daylight.

KOBE AND YOKOHAMA

PRINZ WALDEMAR,

Capt. F. Iscke.

(6,100)

TUESDAY,

4th April.

KUDAT AND SANDAKAN

BORNEO,

Capt. F. Semblil.

(5,000)

End of March.

All the steamers of the European Line are fitted with Wireless Telegraphy, New

System of Teletype.

For further Particulars apply to

Norddeutscher Lloyd,

MELOHRS & CO.

General Agents, Hongkong & China

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SANDAKAN	MAUSANG	TUESDAY, Mar. 14, at Noon.
MANILA	YUENSANG	SATURDAY, Mar. 18, at 2 p.m.
SHANGHAI, KOBE AND MOJI	FOOKSANG	MONDAY, Mar. 20, at Noon.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	WEDNESDAY, Mar. 22, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days):

The steamers Kutang, Namang and Fookang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric

* A duly qualified Surgeon is also carried.

* Steamers have superior Accommodation for first-class Passengers, and are

fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin &

Nowchwang.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

FOR

STEAMERS

To SAIL

HOIHOW & HAIPHONG

SUNGIANG

Mar. 14, at Noon.

 MANILA, CEBU & ILOILO || TAISHAN | Mar. 14, at 4 p.m. |
SHANGHAI	Mar. 16, at 4 p.m.
TSINGTAI & NEWCHOW	Mar. 17, at 4 p.m.
SHANGHAI	Mar. 18, at 4 p.m.
TSINGTAI	Mar. 18, at 4 p.m.
MANILA, ZAMBOANGA and USUAL	Mar. 20, at 4 p.m.
AUSTRALIAN PORTS	Mar. 20, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. 'LINTIN' and S.S. 'SANGU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light

throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and

Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

accommodation with Electric Light throughout and Electric Fans in the State-rooms and

Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Linan,

Chinghai) with excellent passenger accommodation, Electric Light throughout and

Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct

every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze

and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday

morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday

night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-

shipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 84.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL-STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT

TO ALTERATION

DESTINATIONS.

STEAMERS.

SAILING DATES.

MARSEILLES, LONDON

AND ANTWERP, via

SINGAPORE, PENANG,

COLOMBO AND PORT

SAID

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

YOKOHAMA

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Tons	Leave Hongkong	Connection Steamer from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
MARMORA	10,500	Mar. 18	(Through Str. calling at Bombay)	Apr. 15	Apr. 21
DEVANHA	8,000	Apr. 1	Moldavia	Apr. 28	May 5
DELHI	8,000	Apr. 15	Mongolia	May 13	May 19
ASSATE	7,500	Apr. 29	Morocco	May 27	June 2
DELTA	6,800	May 13	Mooltan	June 10	June 16

*Passengers change steamers at Colombo, and those for British transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved (in full) for the passengers of the above.

FARE TO LONDON (including Suez)

1st Saloon £110.00 Single, £106.14 Return.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
* NOKA	March 22	May 8
* PALAWAN	April 5	May 22
* BORNEO	April 19	June 5
* SUMATRA	May 3	June 17
* NILE	June 14	July 31

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARE TO LONDON (including Suez)

1st Saloon £55.00 Single, £52.10 Return.

2nd " £28.10 " £27.4 " "

* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	Captain	To Sail
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIESE	BRUNO	Mar. 13, p.m.
MARSEILLES, Via Port	TOKIN	CHARBONNEL	Mar. 14, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Inter-connections with passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. SENEGAMBIA 22nd Mar.	S.S. SILESIA 17th Mar.
S.S. SUEVIA 7th April	For Havre, Rotterdam & Hamburg
S.S. BAYERN 20th April	S.S. SAMBIA 18th Mar.
S.S. FREIENFELS 6th May	For Bremen, Hamburg & Awerp
S.S. SCANDIA 18th May	S.S. AMBRIA 27th Mar.
S.S. SLAVONIA 4th June	For Havre, Rotterdam & Hamburg
S.S. SAXONIA 17th June	S.S. PREUSSEN 29th Mar.
	For Rotterdam & Hamburg
	S.S. ALESIA 7th April.

For further Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4,000	M. C. Smith	Manila	Monday, Mar. 20, at 4 p.m.
RUBI	4,000	S. Crosby	Cebu & Manila	Thursday, Mar. 30, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.S.S. 'MARMORA'
10,500 tons,

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, Via BOMBAY,WILL leave Hongkong on MARCH 18th, 1911, staying
at Bombay 24 hours only and is due to arrive at --MARSEILLES... April 15th.
LONDON... April 22nd.

FARE TO LONDON

1st Saloon £71.10 Single, £106.14 Return.

2nd " £48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.



TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alterations).

Steamer	Tons	Captain	Date of Sailing
* NIPPON MARU	11,000	H. S. SMITH	Friday, March 17, 1 p.m.
* CHIOY MARU	21,000	W. W. GREENE	Friday, April 14, 1 p.m.
* AMERICA MARU	11,000	A. G. STEVEN	Friday, May 5, 1 p.m.
* TENYO MARU	21,000	E. DECK	Friday, May 12, 1 p.m.

* Triple Screw, turbine engines.
* Twin Screw Steamer 'NIPPON MARU' will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th March, at 1 p.m.(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alterations).

Steamer	Tons	Captain	Date of Sailing
BUYO MARU	10,500	K. HANAMOTO	Wednesday, April 19, 1 p.m.
HONGKONG MARU	11,000	H. HINOKUMA	Saturday, June 17, 1 p.m.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, 1 p.m.

The Steamer 'BUYO MARU' will be despatched for VALPARAISO and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO and IQUIQUE, on TUESDAY, the 19th April, at 1 p.m.

FARE FROM HONGKONG
To SAN FRANCISCO £45.00 Single, £60.00 Return.
To NEW YORK £71.10 Single, £120.00 Return.
To LONDON £120.00 Single, £210.00 Return.
To SALINA CRUZ OR MANZANILLO £20.00 Single, £40.00 Return.
To VALPARAISO £20.00 Single, £40.00 Return.SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.
To European Points:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Services of the Government of China and Japan.
To Canadian and United States Points:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points:—Missionaries and their families.
(These concessions apply to San Francisco line only.)These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.
The 'TENYO MARU' and 'CHIOY MARU' are fitted with Turbine Engines and Triple Screw. Records speed 21 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For further particulars apply toK. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO.

MAIL SERVICE
TO AUSTRALIA.

MAIL SCHEDULE

(Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Mar. 24	April 5th, at Noon.
EMPIRE	April 7	April 29th, at Noon.
ST. ALBANS	May 5	May 27th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents

Hongkong, November 2, 1908.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS
AND SUEZ CANAL.(With Liberty to Call at the
MALABAR COAST.)

S.S. LOWTHER CASTLE... on SATURDAY, 18th March, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, March 6, 1911.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. & SEATTLE,
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	Captain	ON OR ABOUT
HALLAMSHIRE (Chartered)	5000	G. ELLIOTT	6th April

To be followed by other steamers of the Company at regular intervals.

The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steering passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerne" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to

The Bank Line, Limited,

KING'S BUILDING, PRAYA CENTRAL.

TELEPHONE No. 780.

Hongkong, January 11, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL.

GAS COAL.

HOUSE COAL.

From the Westwallend and Aberdare Mines (New South Wales)
always on hand.

For prices, delivered or ex godown, apply to

ANDREW WEIR & CO.,

(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 3, 1911.

Shipping

'SHIRE' LINE OF STEAMERS,

LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship GARMARTHENSHIRE,

Captain R. L. DANIEL, will be despatched

as above on or about 15th March.

The attention of passengers is directed

to the excellent accommodation offered by

this steamer at cheap rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, March 1, 1911.

Shipping

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

AND LONDON.

Through Bills of Lading issued for BATA-

VIA, CONTINENTAL & AMERI-

CAN PORTS.

THE Steamship MARMORA, Captain

G. H. C. WESTON, R.N.R., carrying His

Majesty's Mails, will be despatched from

this for LONDON direct via BOMBAY,

on SATURDAY, the 18th March, 1911, at

Noon, taking Passengers for the above

Ports and elsewhere, all calls for Penang

and London will be taken direct by this

mail steamer without transshipment.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, March 6, 1911.

AUSTRALIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEEN, SUEZ

AND PORT SAID.

(Taking Cargo at through rates to the

BRITISH, to SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK-SEA, LEVANT,

VENICE and ADRIATIC PORTS.)

THE Co's Steamship

VORWAERTS,

Captain DUNNEKER, will be despatched

above on WEDNESDAY, the 22nd March,

at 2 p.m.

This Steamer has capitol accommodation

for passengers, electric light, and carries a

Doctor.

For information as to Passage and

Freight, apply to

SANDER, WIELER & CO.,

Agents, Prince's Buildings

Hongkong, March 4, 1911.

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PREACHING THE GOSPEL

IN

JAPAN AND TIBET

By Prof. E. H. PARKER

On Sale at the China Mail Office

5, Wyndham Street.

Price... 10 cents

Notices to Consignees

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE 'HANSA' Steamship

Captain ELLIOTT, having arrived, Con-

signees of Cargo are hereby informed that

their goods are being landed and placed at

their risk in the hazardous and/or extra-

hazardous Godowns of the Hongkong and

Kowloon, Wharf and Godown Company,

Limited, where delivery may be obtained

against Bills of Lading countersigned by

the Underigned.

Optional Cargo will be accepted on unless

notice to the contrary be given to-day.

All Claims must be presented within ten

days of the steamer's arrival here, after

which date they cannot be recognised.

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 15th inst.,

will be subject to rent.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 15th inst., at

3 p.m.

No Fire Insurance will be effected by us

in any case whatever.

This steamer brings Cargo:

Ex s.s. Michel from Bordeaux.

Ex s.s. Goeborg from Göteborg.

Ex s.s. Carl from Statia.

Ex s.s. Jari from Ahus.

HAMBURG-AMERIKA LINIE.

Hongkong Office,

Hongkong, March 10, 1911.

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AMERICAN & MANOHORIAN LINE

NOTICE TO CONSIGNEES.

FROM 'NEW' YORK.

THE Steamship

MATOPPO,

Captain W. H. DORNAND, having arrived

from the above Port, Consignees of Cargo

are hereby informed that their Goods

are being landed at their risk into the

Godowns of the Hongkong and Kow-

loon, Wharf and Godown Co., Ltd.,

Kowloon, and stored at Consignees' risk

and expense.

All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on MONDAY, 13th inst.,

at 3 p.m.

All Claims must be presented within five

ten days of the steamer's arrival here after

which date they cannot be recognised.

No claims will be admitted after the

Goods have left the Godowns, and all Goods</

